

NOTICE OF PUBLIC MEETING & AGENDA

TRAFFIC SAFETY COMMISSION

MONDAY, OCTOBER 13, 2014

PUBLIC SAFETY BUILDING, 401 E THIRD STREET, NEWBERG

“Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

I. CALL MEETING TO ORDER

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS

V. CONSENT CALENDAR

A. Approval of minutes from the July 14, 2014 Traffic Safety Commission meeting

B. Approval of minutes from the August 11, 2014 Traffic Safety Commission meeting

VI. NEW BUSINESS

VII. OLD BUSINESS

A. TSC-14-004 \ Stop sign request at Meridian E 5th Street and S Meridian Street

VIII. STAFF REPORTS – GENERAL INFORMATION

A. Engineering

- a. Information Memo: TSC-005 – Remove all 15 MPH signs
- b. Other

B. Police

C. Commissioners

IX. ADJOURNMENT – Next meeting November 10, 2014

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical or language accommodations you may need as far in advance of the meeting as possible and no later than two business days prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.

Posted: October 6, 2014

**CITY OF NEWBERG TRAFFIC SAFETY COMMISSION MINUTES
JULY 14, 2014, 7:00 PM
PUBLIC SAFETY BUILDING (401 E. THIRD STREET)**

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

I. CALL MEETING TO ORDER

Chair Neal Klein called the meeting to order at 7:08 PM.

II. ROLL CALL

Members Present:	Neal Klein, Chair	Karl Birky, Vice Chair	Dianna Cotter
	Ron Johns	Kari Lawson	David Venable
	David Hostetler	Chris Kelly	
	Jacque Betz, City Manager		

Members Absent: Tony Roos (excused) and Sarah Ferguson (excused)

Staff Present:	Brian Casey, Chief of Police	Jason Wuertz, Civil Engineer
	Jessica Pelz, Planner	
	Mary Newell, Support Services Manager and Recorder Pro Tem	

Others Present: Cathy Stuhr, Planning Commission Art Smith, Planning Commission
Gary Bliss, Planning Commission
Tim Potter, ODOT Area 3 Manager
Kelly Amador, ODOT Senior Project Leader
Terry Cole, ODOT Region 2 Lead Planner

III. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

IV. PUBLIC COMMENTS

Chair Klein opened and closed the public testimony as there was no one to testify.

V. CONSENT CALENDAR

A. Review and approve meeting minutes of April 14, 2014.

MOTION: D. Cotter/K. Lawson approving the Consent Calendar including the Traffic Safety Commission minutes as written for April 14, 2014. Motion carried (8 Yes/0 No/1 Absent/0 Abstain/0 Vacant).

B. Review and approve General Traffic Order of the Traffic Safety Commission to allow for Temporary Street Closures for "Tunes on Tuesday" events on specific dates in July and August 2014.

MOTION: K. Birky/D. Cotter approving the General Traffic Order of the Traffic Safety Commission allowing temporary street closures for Tunes on Tuesday during July and August. Motion carried (8 Yes/0 No/1 Absent/0 Abstain/0 Vacant).

VI. NEW BUSINESS:

A. Update by ODOT on bypass and other area projects.

Jason Wuertz introduced Tim Potter, ODOT Area 3 Manager, and Kelly Amador, ODOT Senior Project Leader for the Newberg-Dundee bypass, who were in attendance to talk about the bypass and the numerous other ODOT projects in the Newberg area.

Tim Potter, area manager for Marion, Polk and Yamhill Counties, began the discussion with a brief overview of the area projects, assisted by Kelly Amador, outlining the steps for the bypass project to date.

Mr. Potter provided the following project update.

- Primary project is paving project of 99W, from Oregon 240 to McDougall junction, which runs into September. This project will skip Dundee this summer due to some sidewalk improvement projects involving ADA ramps and street lighting by the City of Dundee. When Dundee's project is complete, ODOT will finish the paving project.
- Last weekend, Friday through Saturday night, the railroad upgraded their protection for the rail around the road. Thanked Chief Casey for traffic control assistance, as they shut down two lanes of highway, which made the project go more quickly and smoothly.

Kelly Amador provided the following bypass project update.

- Project started a little over one year ago, and the first round of construction is finished.
- Have done a lot of the prep work for the next contracts that are coming in.
- Contractor will be finishing work on bridge fills, including the smaller bridges in Dundee and a large one off 99 onto Parks, as well as a Hwy 219 large culvert and the roadbed in Newberg on the east end.
- Next, Hamilton Construction will start the Dundee end in the next couple weeks, with a preconstruction meeting on Friday. Dundee will begin to see more construction soon.
- Bid opens August 21st for next contract for the Mid-Newberg to Dundee section. Anticipated work would start end of September to mid-October, after finalizing the bidding and contacting process.
- Within Newberg and Dundee there are ten bridges that will be built, in addition to several water quality facilities for collecting water runoff for all the new surface being installed.
- Sound walls will be going up on one of the larger bridges in Newberg. There will also be aesthetic features for a bridge crossing 99 in Dundee.
- Last piece of project is the connecting piece from 99, down Springbrook Road to the bypass at 219, which bids in September 2015. This portion is in the design process now, but won't go out to bid until a year from now to finish up that portion of the project.

Mr. Potter indicated that there is a lot of excavation on Wynooski and 11th, which is necessary to relocate the utilities, such as large gas lines which feed SP Newsprint plant and some water facilities on 11th Street. These are not part of the ODOT project but are being relocated as a result of their project, noting ODOT has been working with the City of Newberg and the utilities to get it all done.

Mr. Potter asked for questions.

Responding to a question from Chairman Klein, Mr. Potter advised that the completion date is anticipated to be end of the summer in 2017.

Potter and Amador confirmed that bidding for the Springbrook & 99W portion was slated for September 2015, and they anticipated construction would begin in November, but that it would depend on how quickly the paperwork gets turned around and coordination of schedules.

Noting it will probably become a big issue for the Traffic Safety Commission, Commissioner Cotter asked ODOT to describe the plan for rerouting traffic on Springbrook between 99W and Wynooski Road. Ms. Amador indicated this was under discussion as part of the design review and they would probably have a good idea in early 2015 and they'd be happy to review the plan with the Traffic Safety Commission at that time. Ms. Cotter suggested citizens and businesses be involved as it would be a major inconvenience, plus obtaining traffic stats, and doing some community outreach. Ms. Amador indicated ODOT has a public involvement consultant who is helping with public information. ODOT will definitely do some preliminary community outreach. Ms. Amador encouraged commissioners to contact her after the first of the year to work things out together.

Chairman Klein asked if there had been more discussion regarding the concern that Wilsonville Road would become a freeway between I-5 and bypass. Primary discussion has been how to appropriately sign it so people know what to do when they get to Hwy. 219, that Wilsonville Road is not the road to take to I-5. Other elements are an agreement to do studies before and after the opening to determine if the fears are real. Existing traffic studies do not indicate that what residents feel will happen, will actually happen.

Mr. Potter, addressing a question from Chairman Klein, indicated Wilsonville should not come up as a through route for GPS mapping, that traffic should funnel through McKay Road which is a collector road. But ODOT cannot predict what the mapping programs will project.

Ms. Cotter said a lot of traffic uses the exit off I-5 at McKay Road and that it would be helpful to have signage informing drivers that there is construction on Hwy 219 and Springbrook Road. It's a heavily traveled exit and ODOT was unsure where to locate signage but would try to figure that out. However, Mr. Potter did say that all freight industry is plugged into TripCheck and well informed. More of a hurdle for the casual driver.

Ms. Stuhr asked about the rest of the bypass. Mr. Potter responded that ODOT really does not know, it will be when funding comes available but that is an unknown at this time. He did note there is already a lot of political effort to start that outreach.

Chairman Klein thanked ODOT for their time and report, and looks forward to working with them in the future.

Chairman Klein called for a five minute recess.

B. Presentation on the Transportation System Plan update.

Jessica Pelz, Planner, tweaked the presentation DKS gave the Planning Commission for presentation to the Traffic Safety Commission. She provided an overview of where they are in the process, the evaluation, and some of the major projects and downtown options under discussion. They also did some preliminary analysis, and this will be ongoing with a lot more analysis on the different alternatives for the different projects and how things will look going forward. The Downtown Coalition has been very active in the process for the downtown.

So far in the TSP process, they have held an open house in January and Stakeholder interviews in March. They are currently in the process of data analysis and identifying needs in the system for pedestrian, bike, transit, and vehicle. Also identified various projects and consultant is doing some model testing and compiling evaluation criteria. These are all related to the goals and objectives of the TSP: sustainability, safety, pedestrian oriented,

fiscal responsibility. Those goals all have evaluation measures and objectives that they use to measure and weigh the projects so that they can prioritize them.

They are pretty far along in the TSP process. A lot of the background work has been done. Jessica advised of the overall process. Important to balance the priorities with the funding to see what they can accomplished over the 20 year outlook. The next steps will be to develop policies and ordinances, and adopting the TSP.

Jessica then explained how to build the project list. Projects are generated from analysis and input from the public and stakeholders and from the existing TSP. They are in the process of identifying the alternatives, particularly regarding downtown options. Then the project management team, with public input, will evaluate the alternatives and come up with a recommendation.

A few major projects identified by the existing TSP and the public are:

- Ped/bicycle system
- Downtown livability/difficulty crossing 99W. Major issue due to the traffic counts. Traffic will be reduced with the bypass, leaving approximately 38,000 cars downtown on opening day. Downtown improvements can be done, but it is still a lot of traffic in 2016. That's more than in Dundee today. It will be significant going forward as they consider the downtown planning.
- Looking for better connectivity of routes between east and north Newberg
- Congestion east of Springbrook/Bypass relief. Opening day of Bypass Phase I, they anticipate that traffic volume will about double on Springbrook Road. Expected improvements to the intersection of 99 & Springbrook is expected to take care of that traffic increase, but will continue to go up over time. As it becomes congested, cars will take other routes which will increase congestion on adjacent streets.

There is a pretty pervasive belief that the Bypass will fix the Newberg downtown, comparing it to McMinnville 3rd Street. Jessica understands the desire to have that, but says that is really not possible with 38,000 vehicles flowing through the Newberg downtown. McMinnville's 3rd Street is off Hwy 99 and they also have a bypass, which is a very different situation.

She discussed the general concepts for the Downtown:

- Remove one lane each direction of the couplet (road diet), which means two lanes each way instead of three.
- De-couple Hancock and First, which would make Hancock and First Street both two-way.
- Third option is to shift the couplet to Second or Third Street, which is already in the current TSP by using Second Street and Hancock.

There are pros/cons to each option. With the de-coupling, there is some engineering issues on each end in how to merge back.

Jessica and ODOT discussed population/volume counts in downtown with before/after bypass counts. Population will increase over the next 20 years.

The next phase of the process is system analysis to test the alternatives and see what happens with actual traffic modeling. Doing any of the options will reduce capacity. Consultants have proposed getting rid of the shifting couplets idea and not studying it any further..

She touched on the 20-year outlook for Fernwood, Hayes, Crestview, and Hwy 2nd/219 sections. There is a lot of cause and effect, any improvement/relief made at one location will have some accompanying traffic congestion somewhere else.

Next steps is more refined analysis of the included projects, intersection impacts, and the operational analysis post-bypass. Then the updated ranking on the goal, objective, and evaluation criteria. There will be another public event within the next few months.

Commissioner Karl Birky expressed appreciation for being allowed to represent the Traffic Safety Commission on the committee, noting DKS was doing a good job. He said they support complete street concepts, and was encouraged. He was impressed and pleased by the response of the Planning Commission when the discussion centered on 99 through the downtown. On the whiteboard, Commissioner Birky sketched out the downtown couplet / de-couplet idea and explained that process for clarity. Commissioner Birky told a story to illuminate the idea that one must plan today for tomorrow's unknowns.

General discussion followed.

Responding to a question by Chairman Klein, Terry Cole, ODOT, responded. Regarding funding, they are doing TSPs all over the region to determine the financial limitations/status. A lot of the funding over the past 10 years have been through bonding programs. When they look over the next 20 years of funding needed at the state level in Region 2, the entire amount of statutory minimum requirement (ModMimimum) amount would not pay for the next two phases of the bypass. They would be borrowing that against their maintenance. Maintenance gets more expensive over time. Anticipating more funding Acts over time, but there is a lot of competition within the budget. Yamhill County won the jackpot with the budget the last time there was an infusion of money. Being realistic, it is unlikely there will be funds available to finish the next two phases of the bypass in the planning horizon. Official position is that neither is reasonably likely to occur during the planning horizon. They are looking at the TSP with just Phase I in place and how will they manage and adapt the system with just the first phase in place.

Cole stated, with respect to the Downtown Couplet, angled parking is a really difficult thing as it is unsafe for people to back into traffic, particularly with the traffic volumes they are talking about. Further, the level of traffic anticipated, whether just Phase I or if the entire by-pass were completed, the situation still has a congested amount of traffic that makes it undesirable. Newberg could look at what can you do in that 3-lane couplet situation to make it more ped/bicycle friendly by narrowing the lanes to slow traffic, curb extensions, etc. Improve the quality of the crossings and sidewalks; you can make the downtown more attractive. Forecasts show that if you give back the capacity you will have some unintentional consequences which would be as bad if not worse than exists currently.

Birky said 3rd Street in McMinnville is perpendicular to the highway. Discussion.

Jason Wuertz said a significant challenge for the city will be spillover traffic on the east side of Newberg post-bypass. The most affected streets will be Brutscher, Fernwood, and Providence. Terry Cole provided further explanation on the priorities they are trying to balance out when making determinations on how to proceed. He concurred that the northeast side feels the pressure of the one phase of the bypass, where the rest of Newberg is not too bad.

Jessica advised that this matter would be discussed at the work session with City Council on Monday. It will be a while before there is any anticipated action by the Planning Commission or the City Council.

IV. OLD BUSINESS

A. Status update on Traffic Calming Plan

The Chairman advised that this matter was still before the Planning Commission, awaiting another opportunity for discussion.

X. ADJOURNMENT

The meeting adjourned at 7: 58 PM.

Approved by the Newberg Traffic Safety Commission on this 13th day of October, 2014.

Minutes Recorder

Neal S. Klein
Traffic Safety Commission Chair

CITY OF NEWBERG TRAFFIC SAFETY COMMISSION MINUTES
AUGUST 11, 2014, 7:00 PM
PUBLIC SAFETY BUILDING, 401 E. THIRD STREET, NEWBERG

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

I. CALL MEETING TO ORDER

Chair Neal Klein called the meeting to order at 7:00 PM.

II. ROLL CALL

Members Present:	Neal Klein, Chair	Karl Birky, Vice Chair	
	David Venable	Tony Roos	Kari Lawson
	Chris Kelly	Ron Johns	David Hostetler
	Mayor Bob Andrews, ex-officio		

Staff Present:	Brian Casey, chief of police	Jason Wuertz, civil engineer
	Nicole Tannler, minutes recorder	

Others Present: Janelle Lawrence, Bodhi Newman, Rick Rogers, and John Vida

III. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

IV. PUBLIC COMMENTS

Chair Klein opened the public testimony.

Mr. Rick Rogers introduced himself to help with the S. Blaine Street request. He is with Habitat for Humanity.

V. NEW BUSINESS

A. Presentation by Janelle Lawrence, Director of Oregon Impact, on educational and community programs that Oregon Impact can offer Oregon's Traffic Safety Committees

Ms. Lawrence passed out a booklet to help discuss the distracted driving problem. They have a video of a distracted driver, a driving simulator which is the only one in the Northwest, and some high-tech and low-tech distracted driving games. They offer some other tools to help with how to ask for grants, how to keep your volunteers, and can get your own distracted driving games.

B. Request for assistance with speeding and reckless behavior on S. Blaine Street

Mr. Bodhi Newman lives on NW Blaine Street. He asked for help for reckless driving on his street and that there are several neighbors besides himself who are concerned.

Commissioner Birky asked whom he has contacted from the city. Mr. Newman said he has contacted police officers, Chief Casey, and Mary Newell.

There was a brief discussion on the speed limit and whether speed bumps were working.

City Engineer Jason Wuertz said road is privately owned where the pavement ends.

Mr. Don Clemens the superintendent of parks and recreation said it is part of the city limits and Mr. Terry Mahr the previous city attorney drew up some of the paperwork and it was annexed.

There was a brief discussion on whether the road was city property because of a previous annexation.

Chief Brian Casey said no one likes speeding cars in their neighborhood. He said the Police Department did a speed survey, reviewed the reports and he did a personal onsite visit. He said the problems were minimal and did not warrant the amount of time the Police Department has spent on the issue.

Mayor Andrews asked about traffic citations and accident reports. Chief Casey said there were 66 warnings and citations during the last five years and no accidents. Mayor Andrews asked about after-hours activity in that area. Chief Casey said there has been some activity at night. He said if the gate could be locked by the Parks and Recreation District it would probably help the situation.

Mr. Clemens said the District does not lock their parks because they have had more trouble when they do lock gates than when they don't.

There was a brief discussion on the history of problems on the road including the paving and speed bump location.

Chair Klein thanked Mr. Newman for attending the meeting.

VI. OLD BUSINESS

No discussion

VII. STAFF REPORTS – GENERAL INFORMATION

A. Engineering

Civil Engineer Wuertz reported on maintenance on Villa before the rainy season. He said he could place counters at a different location before school starts on S. Blaine Street.

B. Police

Police Chief Casey reported we had a bunch of events going on in the city this summer and police issues were minimal. He said traffic has been pretty heavy with construction so accidents have been low but there was a high number of DUI's with 22 issued. He said the department had been busy with the Jennifer Huston case.

Ms. Jacque Betz , the new city manager, introduced herself.

Mayor Andrews recommended finding out the jurisdiction on S. Blaine Street and the right-of-way.

Nicole Charlson, ODOT and traffic safety, said the problems in Newberg include speeding, impaired driving, belts, and distracted driving. She said ODOT is pushing enforcement. The agency will have upcoming campaigns on drunk driving, seat belts, and booster seats. She said work zone crashes have become a problem and ODOT will monitor them.

V. STAFF REPORTS – GENERAL INFORMATION

- A. Engineering Update – Jason Wuertz indicated staff has moved back into their offices following the flooding of City Hall.
- B. Police Update – Chief Casey advised that department has been busy with many events. They just finished up with Special Olympics, which was a wonderful event and will be back in Newberg next summer. Had the Dundee marathon; Tunes on Tuesday, and anticipating the Old Fashioned Festival. Working a DUII grant and Crosswalk enforcement. City lost communication capability when lightening took out a tower, and a tree was struck in town. Lots of fireworks complaints.
- C. Commissioners Updates - Commissioner Diana Cotter advised that this was her last meeting with the Traffic Safety Commission, noting she was accepted as a graduate student at University of Oregon in Eugene.

Commissioner Birky also expressed support for Special Olympics and encouraged attendance.

Chairman Klein polled interest in a joint Christmas party with the Planning Commission. Consensus was to pursue and Neil will work with Cathy Stuhr to coordinate.

VI. ADJOURNMENT

There being no further business to come before the Traffic Safety Commission, the meeting adjourned at 8:40 PM.

Approved by the Newberg Traffic Safety Commission on this 13th day of October, 2014.

Minutes Recorder

Neal S. Klein
Traffic Safety Commission Chair



MEMORANDUM

ENGINEERING SERVICES
DEPARTMENT

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

October 2, 2014

To: Newberg Traffic Safety Commission
Cc: Jay Harris, PE, Public Works Director; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Jason Wuertz, PE, Civil Engineer
RE: TSC-14-004 / Stop Sign Request at E 5th St & S Meridian St

On June 7, 2014, Susan Doak of S Meridian Street requested to revisit the stop sign warrants at the intersection of E 5th St and S Meridian St due the following reasons:

- The intersection's close proximity to Edwards Elementary
- S Meridian St is a bus route for many buses going to and from Edwards Elementary
- There is at least one special needs child living in close proximity to this intersection

Ms. Doak was prompted to make her request following a June traffic accident involving two vehicles. Ms. Doak's request is shown in attachment 3. During the time in which the original request was made, Ms. Harrison requested to have the intersection revisited which is shown in attachment 4.

The Engineering Services Department conducted a study according to the guidelines presented by the MUTCD shown in Attachment 1. The study is based on three conditions: traffic volume, intersection sight distance, and historic crash data.

TRAFFIC VOLUME

Upon further investigation of a past study of the intersection, it was determined that the traffic counts that were completed two years ago, and shown in the Memorandum in attachment 2, are still sufficient and should not be drastically different today. Therefore, new traffic counts were not conducted. The conclusion from this traffic study is that stop signs are not warranted.

HISTORIC CRASH DATA

The crash data shows five crashes within a two-year period in which the installation of a stop sign would improve the safety of the intersection as they are all based on a right-angle collision. The specific accidents are as follows:

- Case #12001652 – June 29, 2012 – 2-vehicle right-angle collision, SB Meridian & WB 5th
- Case #13001822 – July 27, 2013 – 2-vehicle right-angle collision, NB Meridian & EB 5th
- Case #13002182 – September 6, 2013 – 2-vehicle t-bone crash, NB Meridian & EB 5th
- Case #14000360 – February 13, 2014 – 2-vehicle t-bone crash, SB Meridian & WB 5th

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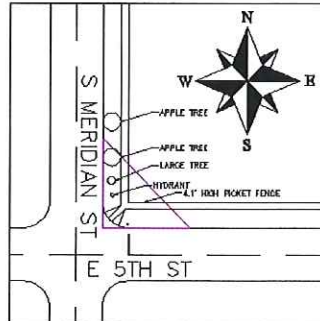
- Case #14001357 – June 6, 2014 – 2-vehicle t-bone crash, SB Meridian & WB 5th

These crashes are consistent with the known sight distance limitations at the intersection. Safety would likely be improved by removing the sight obstructions. If they are not removed, stop signs are warranted on the minor street by this accident history.

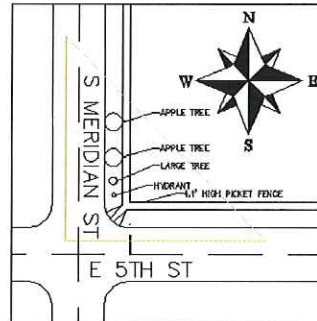
INTERSECTION SIGHT DISTANCE

The NE corner of the intersection of E 5th St and S Meridian St has the most sight vision encroachments. This corner was analyzed for intersection sight distance. In analyzing the intersection sight distance at this corner, four separate sight distance triangles were analyzed: Detail 105, Case A, Case B1, and Case E. In three scenarios, the sight distance is blocked by a 4.5 foot diameter conifer, the canopy from apple trees, and in two scenarios by a 4.1-foot high white picket fence. The four intersection sight triangle scenarios are described as follows:

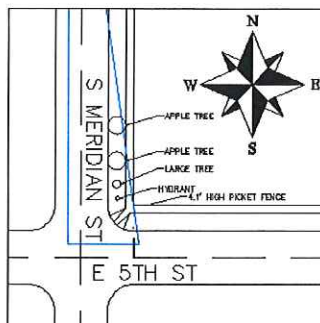
- **Detail 105:** Per the City of Newberg's municipal code, the City mandates that no obstructions shall be more than 2.5 feet high in a sight triangle of 50'x50'. All three objects are within this sight distance envelope.
- **Case A:** This scenario proposes a sight triangle at an intersection with no traffic control in a residential neighborhood with a posted speed of 25 MPH. According to AASHTO standards, a 115'x115' triangle is required. All objects are located within this sight triangle envelope.
- **Case B1:** This scenario describes a sight triangle at an intersection where a vehicle would make a left turn onto the major road (S Meridian St) from a stop controlled minor road (E 5th St). According to AASHTO standards, a 40.5'x280' triangle is warranted. In this scenario, the fence is excluded from the envelope but the trees are located within the sight triangle envelope.
- **Case E:** According to AASHTO standards for a sight triangle at an intersection where there is an All-Way Stop Control, the vision of either driver must not be impeded by any object on the intersection in question (NE corner). As the sight distance triangle is significantly reduced in Case E, this is an acceptable scenario.



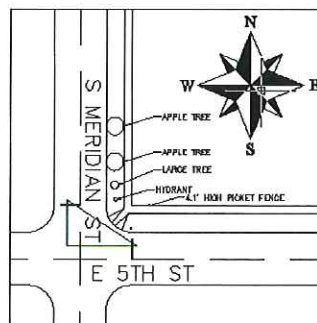
Detail 105: 50'x50'



Case A: 115'x115'



Case B1: 40.5'x280'



Case E: All-Way Stop

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In conclusion, Case E (All-Way Stop) is the only acceptable scenario for the NE corner of E 5th St and S Meridian St that does not require the removal of the obstructions. If the trees are removed, Case B1 (Minor Road Stop) is acceptable, and if the trees and fence is relocated to comply with Case A, an uncontrolled intersection is acceptable

RECOMMENDATION

The Engineering Services Department recommends action to improve the safety of the intersection at E 5th St and S Meridian St and presents three possible solutions.

1. The preferred technical engineering solution is to remove the large 4.5 foot diameter tree, two apple trees, and work with the homeowner at the NE corner of the intersection to relocate the fence. Currently, the City's Municipal Code does not require the homeowner to relocate or remove their obstructing fence to the distances necessary for intersection sight distance of an uncontrolled intersection. However, in having the sight triangles at the intersection completely unobstructed, there would not be a need for stop signs. This solution would require a willing homeowner to work with the City in relocation of their fence.
2. The preferred engineering department recommendation is to install stop signs on the minor leg being E 5th St, and remove the large 4.5 foot diameter tree, and two apple trees leaving the homeowner's fence in place. In this scenario, stop signs on the minor street only is warranted based on MUTCD 2B.06 B and , Historic Crash Data.
3. The third option is to install an all-way stop at the intersection. This scenario, if the sight vision obstructions are not removed, is warranted based on 2B.07, 5C, intersection sight distance. This alternative is not the preferred option, as it may introduce additional conflicts related to driver expectancy on S Meridian St.

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Section 2B.06 STOP Sign Applications

Guidance:

1. At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).
2. The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:
 - A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
 - B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
 - C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

3. The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

1. Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
2. The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

3. The decision to install multi-way stop control should be based on an engineering study.
4. The following criteria should be considered in the engineering study for a multi-way STOP sign installation:
 - A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
 - B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
 - C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches)

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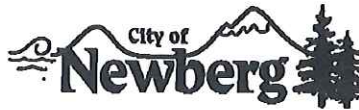
- averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

5. Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

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MEMORANDUM

PUBLIC WORKS DEPARTMENT

Engineering Division

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

March 30, 2012

To: Newberg Traffic Safety Commission
Cc: Dain Eichel, Interim PW Director; Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Paul Chiu, PE, Senior Engineer *P. Chiu*
RE: TSC-12-008 \Stop Sign Request at Meridian and 5th Street

On February 13, 2012, Newberg City Councilor, Mr. Ryan Howard, spoke from the floor at the Newberg Traffic Safety Commission (TSC) meeting that the uncontrolled intersections along Meridian Street may become an issue once the planned bicycle route is installed. He asked the TSC to consider adding stop signs on at least one street in both directions at the Meridian and 5th Street intersection which is noted as 'A' and circled in the map below.



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TSC-12-008_Meridian-5th_Stop Sign Request.docx

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TSC-14-004 Meridian and 5th Stop Sign Warrants - REV 09.29.14

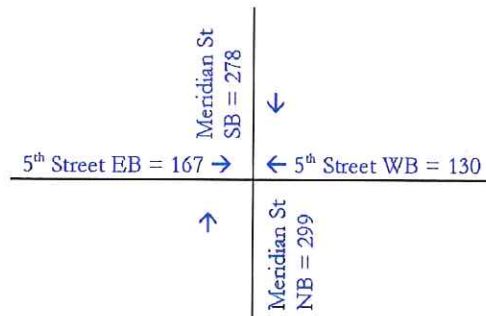
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In response, staff collected traffic data and performed a stop warrant analysis. The traffic data was collected on February 29th and March 1st, 2012 and summarized as follow:

Meridian Street				
Block	between 4th & 5th		between 5th & 6th	
85% Speed	Southbound	Northbound	Southbound	Northbound
	24.6 MPH	23.7 MPH	24.2 MPH	21.8 MPH
ADT =	278 (47%)	313 (53%)	259 (46%)	299 (54%)
AM Peak =	21	34	23	33
PM Peak =	27	28	25	28

5th Street				
Block	between Edwards & Meridian		between Meridian & Center	
85% Speed	Westbound	Eastbound	Westbound	Eastbound
	22.6 MPH	21.9 MPH	21.7 MPH	22.3 MPH
ADT =	146 (47%)	167 (53%)	130 (45%)	157 (55%)
AM Peak =	10	15	8	12
PM Peak =	21	17	15	16

Vehicle Crash Data in Last Five (5) Years			
Incident Date	Motor Vehicle Crash	Comment	Injury
11/15/2007 (Thu)	1	Written warning	0
7/18/2008 (Fri)	1	Written warning	0
4/6/2010 (Tue)	1	-	0
4/8/2011 (Fri)	1	-	0



Upon review, the traffic volume is relatively low and fairly balanced in each direction. The 85 percentile speed did not exceed 25 MPH in all directions near that intersection.

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TSC-12-008_Meridian-5th_Stop Sign Request.docx

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TSC-14-004 Meridian and 5th Stop Sign Warrants - REV 09.29.14

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Meridian Street carries about 66% of the traffic that enters the intersection while 5th Street carries 34%. There are no known pedestrian issues near the intersection although it is one (1) block away from an elementary school. Crash data in the last five (5) years did not reveal any major concerns at the intersection.

Although Meridian Street carries a higher traffic volume than 5th Street, stop signs are not warranted at this time. Please contact staff member if you have any questions. Thank you.

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TSC-12-008_Meridian-5th_Stop Sign Request.docx

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TSC-14-004 Meridian and 5th Stop Sign Warrants - REV 09.29.14

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Attachment 3 – Email from Susan Doak to Jason Wuertz

From: Susan Doak [<mailto:susan.melendez.doak@gmail.com>]

Sent: Saturday, June 07, 2014 11:15 PM

To: Jason Wuertz Subject: Meridian and 5th

Dear Jason,

I so much appreciate your response to me regarding my recent post on the Newberg-Dundee Action group on Facebook. The intersection at Meridian and 5th has been a concern for me since I bought my house three years ago on Meridian. I can see this intersection from my house.

I understand the reasons for not regulating streets (thanks in part to Kari Lawson) except when it is warranted.

I am wondering if the traffic safety commission would consider reassessing the regulation of this street. First, traffic may have increased since 2012 when it was last assessed. Second, even if traffic volume has not increased, there are a few other factors to consider:

1. Meridian and 5th is in very close proximity to Edwards Elementary. (The little boy I held in my arms after this accident is in Edwards elementary first grader. He was uninjured for the most part, but quite traumatized by this accident and by seeing his father being pride from a smashed vehicle and taken by ambulance.)
2. Meridian is a bus route for many buses going to and from Edwards elementary.
3. There is at least one special needs child who lives in very close proximity to this intersection.

Please consider adding this item to the agenda for the Traffic Safety Commission. I am happy to attend a meeting to further discuss this issue. There are so many things that I do not know about traffic safety and I am happy to learn from those with more expertise!

I am, however, a mother and a professional counselor who works with traumatized children and adults. I care deeply about my neighborhood and about those who drive on these roads daily. Thank you so much for your time, Jason.

Please feel free to contact me by email or by telephone at 617-909-8335.

All the Best,

Susan M. Doak, LPC
Meridian Resident

Sent from my iPhone

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Attachment 4 – Email from Susan Harrison to Mary Newell

From: Susan Harrison <sjharrison@gmail.com>
Date: Tue, Aug 5, 2014 at 1:36 PM
Subject: Traffic commission
To: mary.newell@newbergoregon.gov
Cc: Mark McLeod-Harrison <mmcleodharriso@georgefox.edu>

Ms. Newell,

I wrote a few months ago inquiring about how to get an issue on the agenda of the Traffic Commission. We were hoping to come to the meeting but that has led to us putting off getting the item on the agenda, and I think it's best just to try this way. We have a baby and a special needs child and so far it's been too hard to come.

Here is what we'd like to share with the Traffic Commission:

We have owned a house on the corner of South Meridian and East Fifth Street for over eight years (two of those years we rented the house but we have been back since November). During that time we have seen several car accidents, and our young son has witnessed them as well, causing him a lot of distress. When we moved here in 2005, we brought the issue of stop signs to the committee, but were told there was not enough traffic here to have stop signs.

It is certainly true that during the weekends and week days prior to rush hour, there is not much traffic. But during the busier times (after 4 pm or so during the week), the problem is that too few people slow down at this intersection, and far fewer people actually come to a stop. It is the norm to sail through this intersection at anywhere from 20-35 miles an hour.

I imagine the same is true for other intersections in Newberg where there are no stop signs. But let's start with this one. I think we won't get to the bottom of this stop sign issue until the Traffic Commission decides to take an hour, or even fifteen minutes, during a high traffic time, and actually count the number of people who slow down sufficiently and the number who stop. I think they will be appalled, quite honestly.

I am sorry I didn't send this email sooner this year when I first contacted Mary Newell. There was an accident at this corner recently that was so involved we couldn't bring our 8 year old son home for an hour until they cleared everything up. (My mother called to warn us). I feel a sense of responsibility to make sure I do what I can to prevent yet another accident by asking again about stop signs.

My original letter to the city eight years ago was concerning the safety of the children on this corner. Since that time, our son (who has ASD) has twice ran out into the street without looking, when a car was coming. He was luckily stopped by one of us first. Cars go so fast despite the intersection, that he could easily have been killed.

Again, please carefully consider looking at how many people speed through the intersection, rather than looking at the traffic total. There are high traffic times, early to late evening, during which drivers need stop signs because they are not slowing down sufficiently, and rarely stopping.

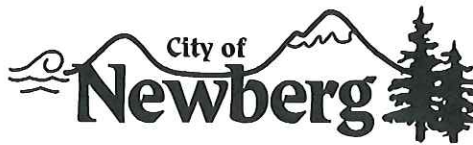
Thank you very much for your work for safety for the people of Newberg.

Susan McLeod-Harrison, on behalf of myself, Mark McLeod-Harrison and our two sons, Micah (age 8) and Salem (7 months)

P.S. I know that Commission prefers to meet families, so even though we cannot attend the meeting at this time, I thought I would attach a photo.

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MEMORANDUM

ENGINEERING SERVICES
DEPARTMENT

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

September 29, 2014

To: Newberg Traffic Safety Commission
Cc: Jay Harris, PE, Public Works Director; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Jason Wuertz, PE, Civil Engineer
RE: TSC-14-005 / Remove all 15 MPH Signs

This Memorandum identifies portions of roadways within the City that are currently posted at 15 MPH and do not currently conform to State law, ORS 811.105, shown in Attachment 1. Some specific areas in the City are noted below:

- Along S Blaine St from E 2nd St to Ewing Young Park
- Along E 11th St from S Willamette St to S Columbia St
- Along E 5th St from S Blaine St to S Howard St and around Memorial Park

Speed limits are defined by the classification of roadway according to State Law ORS 811.105, and engineered design. The examples stated above are classified local residential roads within residential districts, which should be posted at 25 MPH to be in conformance to law. The 15 MPH posted speed limit is reserved for alleys and narrow residential roadways. Narrow residential roadways are defined as roadways with a width less than 18 feet. None of the examples listed above are narrower than 18 feet wide. Furthermore, no study has been conducted by ODOT which would allow the streets to remain at 15 MPH for either current roadway design or public safety.

The City's Engineering Services Department and Public Works Department will be removing the 15 MPH signs in order to be a legally conforming speed limit. In order to do this, there is one historic ordinance, that the City is aware of, that needs to be repealed. Ordinance No. 1855, shown in Attachment 2, mandates the speed limit along E 11th St from S Willamette St to S Columbia St to be posted at 15 MPH. This ordinance will be repealed by city council to conform to state law.

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2013 ORS § 811.105¹

Speeds that are evidence of basic rule violation

- (1) Any speed in excess of a designated speed posted by authority granted under ORS 810.180 (Designation of maximum speeds) is prima facie evidence of violation of the basic speed rule under ORS 811.100 (Violation of basic speed rule).
- (2) If no designated speed is posted by authority granted under ORS 810.180 (Designation of maximum speeds), any speed in excess of one of the following speeds is prima facie evidence of violation of the basic speed rule:
 - (a) Fifteen miles per hour when driving on an alley or a narrow residential roadway.
 - (b) Twenty miles per hour in a business district.
 - (c) Twenty-five miles per hour in any public park.
 - (d) Twenty-five miles per hour on a highway in a residence district if:
 - (A) The residence district is not located within a city; **and**
 - (B) The highway is neither an arterial nor a collector highway.
 - (e) Fifty-five miles per hour in locations not otherwise described in this section. [1983 c.338 §564; 1985 c.16 §286; 1987 c.887 §10; 1989 c.592 §5; 1995 c.558 §3; 1997 c.404 §5; 1997 c.438 §3; 2003 c.397 §6; 2003 c.819 §6; 2007 c.367 §3]

...

See also annotations under ORS 483.104 [bad link] in permanent edition.

<http://www.oregonlaws.org/ors/811.105>

09/25/2014

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Ordinance No. 1855

AN ORDINANCE AMENDING ORDINANCE NO.1593 ENTITLED "AN ORDINANCE CONTROLLING VEHICULAR AND PEDESTRIAN TRAFFIC; PROVIDING PENALTIES," PASSED AND APPROVED JANUARY 4, 1971, AS AMENDED BY AMENDING TO PROVIDE FOR A 15 MILE PER HOUR SPEED LIMIT ON CERTAIN PORTION OF ELEVENTH STREET, AND DECLARING AN EMERGENCY.

WHEREAS, the Ordinance of the City of Newberg, and State Traffic Laws provide that speeds designated in the residential sections of the City of Newberg are now 25 miles per hour, and after investigation and recommendation by the Police Committee and the Traffic Safety Commission of the City of Newberg; and NOW THEREFORE,

THE CITY OF NEWBERG ORDAINS AS FOLLOWS:

Section 1. That Ordinance No.1593 entitled "AN ORDINANCE CONTROLLING VEHICULAR AND PEDESTRIAN TRAFFIC; PROVIDING PENALTIES," passed and approved January 4, 1971, as amended is hereby amended by adding Sub-section (B) of Section 48 to read as follows:

"Section 48B. The speed of 15 miles per hour is designated for that portion of Eleventh Street adjacent to the Scott Leavitt Park from the intersection with Willamette Street Easterly to the intersection with Columbia Street within the corporate limits of the City of Newberg, Oregon."

Section 2. WHEREAS, because of increased use of Eleventh Street by Commercial vehicles, it is necessary to the peace, health and safety of the people of Newberg that this Ordinance shall be immediately effective; NOW, THEREFORE, an emergency is hereby declared to exist and this Ordinance shall be in full force and effect immediately upon its passage by the Council.

PASSED by the Council at a regular meeting the 2nd day of May 1977, by the following votes:

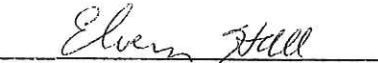
AYES: 7

NAYS: 0

ABSENT: 1


M. C. Gilbert - Recorder

APPROVED by the Mayor this 2nd day of May, 1977.


Elvern Hall - Mayor

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